

Shipping.

Mr. E. Quinn Tamm, Chief Justice

unwounded, and \$3 for every head they bring into their camp.

SMILA, August 22nd.
Advices from Afghanistan show that another engagement occurred between the fighting Hazara tribesmen and the forces of Afghan troops under command of the Governor of Candahar.

The Amers army was defeated and it is said they are now in a critical position and suffering from a scarcity of food. The tribal levies made by the Amers are not proving very successful, the so-called tribesmen objecting to fighting against the Hazara.

ODESSA, August 22nd.
An important decision of the cotton industry is about to take place. The Vladikavkas and Caucasus Railway, with the assistance of two Russian banks, is about to begin the direct exportation of Russian cotton. In furtherance of this scheme it has been authorized by the Government to establish special cotton stations, with hydraulic presses, at Tashkend, about ninety miles southeast, and at Samarcand, in the province of Zhetysay.

BERN, August 22nd.
The international peace congress opened today. Dr. Buchner, ex-President of Switzerland, presided and made a brief but eloquent address, welcoming the delegates. Nearly all the European nations are represented in the congress. A number of American delegates spoke of the impression peace ideas had made among the large mass of people in the United States.

Dr. Buchner was elected president of the congress, and one vice-president was chosen for each nation represented. Mr. Trueblood of Boston, Mass., represents America.

ORILLA (Ont.), August 22nd.
Jake Gaudry says that he is ready to arrange a match with O'Connor immediately after the double-cull race at Charlotte on September 5th, but that he will not row on the Canadian course if the race cannot come off until the latter part of October.

CAPE TOWN, August 22nd.
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Radical approbation weighs more with him than that of all the Emperors, Emperresses, Queens, Lords and Bishops in the universe. He cares not whether his birth is in the officers' quarters or in the tortoise. He thinks the new administration is hardly in harmony with democracy.

Mr. Gladstone, he says, appears to be still unaware that the Liberal party is not what it was. If he had consulted his chief lieutenants more it would have been different. Mr. Labouchere has more confidence in Sir William Vernon Harcourt than in Gladstone, and regards Morley as thoroughly honest and sound on all issues, except those of lab.

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The Local Government Board has sent inspectors to all the chief English ports empowered with full authority to use all means, short of quarantine, to exclude cholera from the country. In addition to the Sanitary Board a special prevention committee is being formed.

The greatest precautions have been taken at Gt. Yarmouth, through which port on an average 100 emigrants weekly pass to the New World.

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CANADIAN MAIL.

The C.P.R. Co.'s steamer *Empress of Japan*, Capt. Geo. A. Lee, R.N.R., arrived in port today, from Vancouver August 30th. The following telegrams are taken from our Vancouver exchanges:—

LONDON August 20th.
Sir Lyon Playfair's elevation to the peerage scarcely consoles him for the failure to receive the Postmaster-Generalship. He was so confident of being offered that office that for the past two years he has had constant coaching with a view to instituting certain reforms when he should obtain the portfolio.

Mr. Morley's return for Newcastle is an immense relief to the Liberals, who have been watching for the result with breathless anxiety. The contest became one of national importance when some adherents of the Labor party joined the ranks of the Unionists. It was only the eight-hour session of the Laborists, but the outcome of the contest is a definite rupture of the Laborists with the Home Rulers. As Morley triumphed, David may now seek to reconcile the Laborists, otherwise the end will bring disaster to the Gladstone Government.

August 27th.
Twenty-eight more of the miners have been rescued alive from the mine at Aberkennish, and

the knocking continued to be heard, which gives notice that others are alive and waiting to be rescued. The excitement among the people at the pit's mouth is intense, and every one rescued is hailed with a shout of delight that echoes among the adjoining hills.

TRIESTE, August 27th.
It is stated that sixteen persons have committed suicide owing to insanity caused by the hot weather.

BERLIN, August 28th.
The Radical newspaper condemn the proposed Military Bill and demand a legal two years' service system. The Liberals also are preparing to oppose all military votes unless concessions be made. The situation threatens a renewal of the crisis that attended the introduction of the Septennate Bill in 1887.

LONDON, August 28th.
Several Welsh tin-plate manufacturers closed their works on Saturday. Sixty works are now closed and 10,000 hands are idle. Many sailed on Saturday to find employment in America.

Forty-three of the men imprisoned by the explosion in the Park Slip mine at Aberkennish have been found to be alive. Thirty-five of them have been taken out. The other 8 were too weak to be moved and are still below. For the remaining 103 miners there is no hope. Mr. Asquith, the Home Secretary, arrived at Aberkennish today on a special train. The Lord Mayor has undertaken the raising of funds for the families left destitute by the loss of fathers or brothers in the accident.

August 29th.
The *St. James's Gazette* which has heretofore been lukewarm on the subject, today joins the *Evening News* and *Post* and other newspapers in a crusade against the indiscriminate admission of immigrants from those regions of Europe shown to be tainted with the deadly cholera infection, and demands that Mr. Gladstone's Ministry take action to avert a national disaster.

"If we continue," says the *St. James's Gazette*, "to allow foreigners to settle in our midst, we will have frequent epidemics that will tax all the resources of sanitation, the energy of doctors, the wealth of charity and the moral courage of the nation. Hamburg's mean policy of concealment has brought a punishment upon the people of Hamburg themselves and caused delay elsewhere in the adoption of necessary precautions." The *Evening News* and *Post* says: "What we have long prophesied has come to pass. Several persons are already dead from the Asiatic cholera on our shores, and scores more, direct from the hotbeds of infection, are landing while the Government is idle."

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THE MIDDLE-WEIGHT CHAMPIONSHIP OF ENGLAND.

JIM HALL KNOCKS OUT TED PRITCHARD.

The great fight between these modern gladiators for the Middle-weight Championship of England and a purse of £2,000, was brought to an issue in a field near Brighton on August 20th, about forty spectators being present. Pritchard, who had never previously been beaten, was a hot favorite, although the Sydney pugilist had many supporters. In the first round Jim Smith's conqueror knocked the Australian all over the ring, and in the second he again knocked the Cornishman clean off his legs and down periods

elapsing before Jim got on his pins. It was a light fit. In the third round Hall, who was carefully seconded by the redoubtable Charley Mitchell—the Champion of the World, low blackguard as he is—played quite a different game, and at the finish had much the best of the exchange, Pritchard finishing rather groggy. In the fourth and final round the Sydney boxer assumed the offensive and, wearing in, got first a straight right on the Londoner's cheek, which half-prysed him, and then before Pritchard could recover his equilibrium a smashing right on the point of the jaw knocked him out.

It was a surprise to all present, as Pritchard appeared to have his antagonist "dead kicked," but as in many other cases, a chance blow decided the contest.

Pritchard's friends were so dissatisfied with the result that another match was at once made to take place in the Central Hall, London, in September, the result of which has not yet reached us.

THE AUSTRALIAN BANKING COMPANY.

The following remarks, although dealing with a matter which directly has little concern for Hongkong, are in some respects so apposite to a state of affairs existing here on several occasions of which we are cognizant that we need make no apology for their reproduction. They are taken from a recent issue of our only conducted contemporary, the *Sydney Sunday Times*:—

A new element, and one, we regret to say, calculated to seriously interfere with what ought to be the calm and dispassionate course of dealing with the affairs of the Australian Banking Company (in liquidation) has crept up within the past twenty-four hours. As our readers are well aware, the arrests of certain persons, to the number now of seven, have been effected, including the late manager, several directors, and the two auditors. Some of those arrested have been committed for trial on certain charges, and are under remand on other charges. Others, those more lately arrested, are on what may be described as preliminary remand, the accusations against them not having yet been in any way judicially brought into existence. Whatever stage the charges against these men may have reached, their cases are still *sub judice*. In the sight of the law they are, and in the eyes of the public they should be, held innocent until they shall have been proved to be guilty. Neither the mere keeping of an accused person in custody, nor the holding of him to bail, more or less heavy according to circumstances, should be accepted as evidence of guilt. Yet what, in substance of this first principle of the law, and in outrage of the ruling instinct of fair play as between man and man, has been done? Yesterday one of our morning contemporaries not only published what it was pleased to describe as an "interim report" of Mr. James Robertson, the auditor to the liquidators, but accompanied the publication with comments derogatory to the accused. It prejudged the case, delivering a verdict of guilty before the accused had even been brought before a tribunal of law. It has since daily journalism reached? And who is the person who has furnished our offending contemporary with the means through which to prejudice the minds of the public against the unhappy individuals awaiting their trials upon charges involving punishment (if they are found guilty) little short of capital?

The newspaper which has so grossly offended against the rules of reputable journalism, and has so ruthlessly and recklessly broken the unwritten canons of the law, says: "Mr. Barry (of Curtilis and Barry), solicitor for the prosecution, furnished such portions of it (the auditor's report) to the Press as he considered advisable under the circumstances." We cannot believe that Mr. Barry did anything of the kind. We might go a step further and say distinctly that we know he did not. We can go even still further: We can assert that it is within our exact knowledge that the *interim* report in question was supplied to several of the persons in the law connected with the highly respectable solicitors' firm of CURTIS and BARRY; that it was so furnished with the apparent object of prejudicing the public mind against the accused and in favor of the much-bellied "auditor to the liquidators;" and that only one paper of those "approached" was so oblivious of the duties of journalism as to fall into the trap. Mr. JAMES ROBERTSON, "auditor to the liquidators," ought to be able to throw some light upon the matter. We do not for one moment insinuate that he has the report under the offices of the *Sydney* daily newspapers; but he must know what persons had access to that report, and with his assistance, it should not be difficult to discover the delinquent.

Nothing we have written under this head must be taken as in any way in defence of the accused. To so write in a public journal would be to place ourselves on the same submerged moral and professional level as the one of those persons who have sought to induce public opinion against them. Toward the crime with which they are charged we hold an attitude of stern repudiation—but, as yet, they are only accused; their guilt is still to be proven. The principle underlying our system of trial by jury must be maintained—the principle which is embodied in the intensely English phrase, "A fair field and no favor." That principle applies to all, to a king or to a commoner; and we shall uphold it. Let justice be done though the heavens should fall; but let that justice have free and full course, unobscured by any considerations cunningly suggested and seditiously cultivated at the instance of a prejudiced and, therefore, necessarily a corrupt section of the Press. If all these men, or any of them, should, after a full and fair trial, be proved to have been guilty of the actual crime with which they are charged, we trust that the punishment inflicted upon them will be commensurate with their deserts. Pending that trial, we hold that any attempt to prejudice them is not only infamous from a moral point of view, but brings those who misuse the power of the Press to endeavor to distort public opinion within the grasp of that deviously elastic part of the law which deals with the offence known as "Contempt of Court."

LATE TELEGRAMS.

CALCUTTA, August 27th.
A fund is being raised for the survivors of the *Anglo* crew and for the families of those who perished. There is much hope of saving the vessel or of salvaging some of the valuable tea cargo, as she is fast settling into the sands.

LONDON, August 28th.
In the cricket match between Lancashire and Nottingham, the latter were beaten by an innings and sixty-nine runs. Nottingham thus loses the championship.

CALCUTTA, August 28th.
On the application of the Chartered Bank of India, Australia and China, as creditors, Messrs. Gilmore & Co. were adjudicated insolvents by Mr. Justice Trivelpy.

Messrs. Scholay & Co. of Calcutta, have suspended payment. The immediate cause of the suspension is said to be the refusal of the exchange banks to negotiate, without a margin, drafts against shipments of jute, which, as alleged, showed considerable profits to the insolvent.

The Government of India are shortly sending home a large number of memorials from officials on the Exchange subject.

August 31st.
The *Anglo* relief fund now amounts to six thousand eight hundred pounds. Thirteen of the crew have left for England in the steamer *Dalmatia*.

The Court of Enquiry into the loss of the *Anglo* closed yesterday. The evidence entirely corroborates Pilot Elson from all blame. The usual report will be sent to the government.

LONDON, September 2nd.
The London and General Bank has suspended payment. The capital paid up amounts to eight hundred thousand pounds.

A court-martial held at Portsmouth has found Capt. Histon and Lieut. Wroughton guilty of endangering the safety of H.M.S. *Forth* during the late naval maneuvers, but through no negligence of their duties. They have accordingly been reprimanded only.

Mehdi Hassan, the Home Secretary to His Highness the Nizam's Government, has written a long letter to the *Times* in which he refutes Mr. Home's contention that India is a heap of loose dynamite, and shows that the ryots were never more prosperous than at present. He fails to the loyalty of the Nizam's States and to the loyalty, which he says, must stand or fall with British Rule. He then denies the assertion that there is discontent and poverty in the Hyderabad State, and adds that the National Congress agitators are principally those who have been educated beyond their station in life, and concludes by stating that it would only be possible to weaken confidence in the present strong civil and military administration of India by reducing its strength or subverting it to the incompetent control of the National Congress.

September 4th.
The court-martial held on Captain Powell and Lieutenant Torry for stranding H.M.S. *Natal* has reprimanded the former officer and acquitted the latter.

Cholera is decreasing in Persia and Russia, but is spreading in Germany. Forty-two cholera deaths took place in Paris yesterday. Several Hamburg liners have arrived at New York with cholera cases on board and deaths from cholera having taken place on passage.

The latest advices from Tennessee state that the military force under Colonel Carnes attacked the miners, and after severe fighting, in which many men were killed on both sides, inflicted upon them a decisive defeat. Colonel Anderson was wounded. This was virtually put an end to the armed opposition of the miners.

September 5th.
The Treasury has declared its willingness to allow New South Wales and Victoria to coin silver, the Treasury receiving the profits, but resuming the colonies for the loss on gold. The Treasury further concerted action by the Australasian colonies.

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The exports of sugar from Austria during the first five months of 1892 show a decline of 50 per cent against the same period of 1891.

M. Roule, who honored the Parisians by pretending to have fought four duels in the Bois de Boulogne within forty minutes, has been sent to a mad-house.

It is said that in no three cities in the world have greater advances in sanitation been made during the last twenty years than in Bombay, Madras and Calcutta.

Two or three well-paying publications in England are weekly papers, whose contents are almost all composed of clippings from American papers, and rarely credited.

A new scheme is now being developed in Scotland by which a high grade of bricks is being made from chipped granite and clay. The experiments have been successful.

A curious relic of old Roman life, found recently at Lanuvium (Pozzo Portese) and now stored in the British Museum, is a thin slab of stone that was anciently a circus poster.

A Rome dispatch says that the Pope has forbidden the Archbishop of Genoa to take part in receiving the King and Queen of Italy when they visit that city to meet the naval squadron.

The underground railroad in Glasgow is nearly completed. It is seven and a quarter miles long, and the greatest depth of the track is 105 feet. The contract price was over \$500,000.

A fragment of the "Holy Cross," which Mary Stuart wore during her imprisonment and on her way to the scaffold, has recently been presented to the treasury of the cathedral at Mayence.

The ruins of St. Cloud have been sold by auction to a Paris builder for about \$600. It is presumed that the material will be made into paper-weights and similar mementoes, as was the case from the ruins of the Tuilleries.

Mrs. Riche, the venerable negro woman from Liberia who recently shook hands with Queen Victoria, attended a Salvation Army meeting in London a few weeks ago, made a speech and danced a jig to the great delight of the army. (She has, however, denied this report.)

At the beginning of the current year the police force of London numbered 15,038 men. Sixty per cent of the force is required for night duty. The Metropolitan Police district embraces an area of about six hundred and eighty-eight square miles.

A new falsity has been discovered in London. It is "police's gait," and its possessor's lot is not a happy one. It is supposed to be produced by recklessly taking advantage of opportunities to slake the thirst at the cost of dealers in beer and spirits.

According to a correspondent there is a bottle float somewhere that contains an interesting manuscript. This writer says that the Emperor William was so delighted with his recent exploit of harpooning a whale that he wrote with his own hand a detailed account of it, put the writing in a bottle and threw it into the sea.

There are nineteen general hospitals in London, eleven of which have medical schools attached and three are endowed. St. Bartholomew's is the wealthiest and oldest, having been founded in 1122. It has a revenue of about \$150,000. The London Hospital in Whitechapel Road is the largest. The total number of beds in the London hospitals is 8,500.

CONSUMPTION, Wasting, Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.

Today's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"HAILONG,"
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 21st inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LAPELLE & Co.,
General Managers.
Hongkong, 20th September, 1892. [934]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
FOR BANGKOK (DIRECT).
THE Company's Steamship
"KONG BENG,"
Captain J. B. Jackson, will be despatched for the above Port, on SUNDAY, the 25th inst., at 10 A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 20th September, 1892. [935]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Steamship
"DENBIGHSHIRE,"
Captain J. B. Jackson, will be despatched as above TO-MORROW, the 21st inst., at 5 P.M.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 20th September, 1892. [918]

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S. S. "DENBIGHSHIRE,"
FROM ANTWERP, HAMBURG, LONDON, MIDDLESBRO AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 27th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

WOTTON & DEACON,
Solicitors for the Vendors;
or to
J. M. ARMSTRONG,
Solicitor.
Hongkong, 20th September, 1892. [936]

PUBLIC AUCTION.
ON
THURSDAY,
the 22nd September, 1892, at 2.30 P.M., at the Residence of Mr. J. SAMUEL,
No. 24, LEWIS STREET,
THE WHOLE OF THE
HOUSEHOLD FURNITURE
Consisting of:—
DRAWING-ROOM SOFAS, EASY CHAIRS
AND CHAIRS.
ROUND TABLE, CHIMNEY GLASSES,
PICTURES AND ORNAMENTS; GASOLINERS
AND GAS BRACKETS.
DINING TABLE, SIDEBOARD, WHAT-
NOT, CROCKERY, GLASS AND PLATED
WARE, CARD TABLE & VIENNA CHAIRS.
DOUBLE IRON BEDSTEAD, DOUBLE
AND SINGLE WARDROBES WITH GLASS
DOORS, DRESSING TABLE WITH GLASS
AND MARBLE TOP WASHSTAND,
COOKING RANGE,
&c., &c.
TERMS OF SALE.—As customary.
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Commercial.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—100 per cent. prem., buyers.
 The National Bank of China, Ltd.—on 60 days, 40 per cent. dis., sellers.
 The National Bank of China, Ltd.—Founders' shares, 200 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$10, buyers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 200 per share, sellers.
 Chinese Imperial Loan of 1884 B—20 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1885 E—14 per cent. premium.
 Union Insurance Society of Canton—\$88 per share, sellers.
 China Traders' Insurance Company—\$61 per share, sales and buyers.
 North China Insurance—Tls. 2371 per share, buyers.
 Canton Insurance Company, Limited—\$103 per share, sales and buyers.
 Yangtze Insurance Association—\$103, buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$355 per share, buyers.
 China Fire Insurance Company—\$86 per share, sales and buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$30, sales and buyers.
 China and Manila Steam Ship Company—25 per share, buyers.
 Indo-China Steam Navigation Company, Limited—45 per cent. discount, sellers.
 Douglas Steamship Company—\$39 per share, sales and buyers.
 The Steam Launch Co., Limited—par, nominal.
 Hongkong and Whampoa Dock Company—\$75 per cent. premium, sales and buyers.
 Geo. E. Smith & Co., Limited—\$15 per share, buyers.
 Hongkong Hotel Company—\$231, ex. div., buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 The Anglo-Armies Hotel and Building Company, Limited—\$6 per share, sellers.
 The Shamshien Hotel Co., Limited—\$5 per share, sales and buyers.
 Pungion and Sanying Doo Samintan Mining Co.—\$75 per share, buyers.
 The Royal Gold Mining Co., Limited—30 cents per share, buyers.
 New Imperial Mining Co., Limited—90 cents per share, buyers.
 The National Gold Mining Co., Limited—nominal.
 The Anglo-Congol Mining Co.—\$112 per share, sellers.
 The Teikoku Mining and Trading Co., Limited—\$14 per share, sales and buyers.
 The China Tin Mining Co., Limited—10 cents per share, sales and buyers.
 London and Pacific Petroleum Co., Ltd.—£1 sellers.
 China Sugar Refining Company, Limited—\$145 per share, sales and buyers.
 Luon Sugar Refining Company, Limited—\$35 per share, buyers.
 A. S. Watson & Co., Limited—\$16 per share, sales and buyers.
 Dakin, Cruickshank & Co., Limited—\$21 per share, buyers.
 Hongkong Dairy Farm Co., Limited—\$5 per share, buyers.
 The Kowloon Land Investment Co., Limited—\$8 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$62, sellers.
 The West Point Buildings Co., Limited—\$271 per share, sellers.
 H. G. Brown & Co., Limited—\$22 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$49 per share, buyers.
 Hongkong Rubber Manufacturing Company, Limited—\$74 per share, sales and buyers.
 Hongkong Gas Company—\$103 per share, sellers.
 Hongkong Ice Company—\$71 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.
 The Green Island Cement Co.—\$5 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$3 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

EXCHANGE.
 On London—Bank, T. T. 2/8 1/2
 Bank Bills, on demand 2/8 1/2
 Bank Bills, at 4 months' sight 2/8 1/2
 Credits at 4 months' sight 2/8 1/2
 Documentary Bills, at 4 months' sight 2/8 1/2
 On Paris—Bank Bills, on demand 1/47
 Credits, at 4 months' sight 1/47
 On India—T. T. 22 1/2
 On Demand 22 1/2
 On Shanghai—Bank, T. T. 7 1/2
 Private, 30 days' sight 7 1/2

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Captain Benson. Surg.-Major Robbins.
 Mr. D. E. Brown. Mrs. Robbins.
 Mr. J. David. Mrs. Robertson.
 Mr. O. Hart. Mr. F. Hume-Rothery.
 Mr. J. Kirkwood. Mr. F. E. Shean.
 Rev. J. M. Morton, B.A. Mr. F. M. Speer.
 Mr. J. Laus. Mr. and Mrs. Swornay.
 Mr. A. J. Lawton. Mr. W. Tarn.
 Mr. J. F. Miller. Mr. O. Weber.
 Mr. and Mrs. Richards. Mr. N. Woop.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Brewer. Surgeon-Colonel H. F. F.
 Mr. Chaudet. Mr. J. P. Paterlin.
 Mr. and Mrs. J. P. Paterlin.
 Mr. David Wood. Miss Paterlin.
 Mr. W. S. Harrison. Mr. and Mrs. Perkins.
 Mr. Thomas Howard. Madame Sathorn and child.
 Mr. Morton Jones. Mr. Sparrow.
 Mr. V. Kofod. Mr. F. Smyth.
 Baron Luttwand. Mr. Geo. L. Tomlin.
 Mr. F. L. Maitland. Mr. W. R. Noedham.

Post Office.

MAILS.
 For Shanghai, Kobe, and Yokohama—Per Saghalien to-morrow, the 21st instant, at 9:30 A.M.
 For Swatow, Amoy, and Tamsui—Per Hainan to-morrow, the 21st instant, at 10:30 A.M.
 For Europe, Australia, India, and Madras, Calcutta, and Mauritius—Per Yangtze to-morrow, the 21st instant, at 11 A.M.

Shipping.

ARRIVALS.
 DENBORSHIRE, British steamer, 1,663, Vyvyan, 20th September, Singapore 13th Sept., General—Doddwell, Carill & Co.
 YANGTZE, French steamer, 1,912, Schmitz, 20th Sept., Shanghai 17th Sept., Malls and General—Messageries Maritimes.
 CITY OF RIO DE JANEIRO, American steamer, 3,548, J. T. Smith, 20th Sept., San Francisco 14th Sept., Malls and General—P. M. S. S. Co.
 KWANGLOO, Chinese steamer, 1,504, R. L. Lincoln, 20th Sept., Canton 20th Sept., Malls and General—C. M. S. N. Co.
 EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 20th Sept., Vancouver 31st August, Yokohama 14th Sept., Kobe 15th, and Shanghai 17th, General—C. P. Railway Steamship Co.
 FUJING, Chinese steamer, 526, J. W. Waite, 20th Sept., Canton 20th September, General—C. E. & M. Co.
 CYCLOPS, British steamer, 1,363, H. Nib, 20th Sept., Singapore 14th Sept., General—Butterfield & Swire.
 HAILONG, British steamer, 783, T. P. Hall, 20th Sept., Tamsui 14th Sept., Amoy 16th, and Swatow 19th, General—D. Laprak & Co.
 KONO KONO, British steamer, 362, J. B. Jackson, 20th Sept., Bangkok 11th Sept., General—Yuen Fat Hong.
 CHANG HOE KIAN, British steamer, 956, H. Dinsdale, 20th Sept., Singapore 13th Sept., General—Ban Hin.
 ALVINE, German steamer, 400, C. Petersen, 20th Sept., Pakhoi 16th September, and Holthow 18th, General—Wieder & Co.
 SAOHALANG, French steamer, 2,281, J. Homery, 20th Sept., Port Said 21st, Suez 27th, Aden 28th, Colombo 31st, Singapore 13th, and Saigon 17th, Malls and General—Messageries Maritimes.
 HAIPHONG, French steamer, 874, Galletti, 20th Sept., Haiphong 14th Sept., and Holthow 19th, General—Messageries Maritimes.

CLEARANCES AT THE HARBOUR OFFICE.
 Chusan, German steamer, for Haiphong, Kwangtung, British steamer, for Swatow, Occident, British steamer, for Yokohama, &c. Arron, Norwegian bark, for Newchwang.

DEPARTURES.
 September 20, *Actio*, Danish str., for Holthow, September 20, *Thales*, British steamer, for Swatow, &c.
 September 20, *Oceanic*, British steamer, for Yokohama, &c.
 September 20, *Dracowong*, British steamer, for Swatow, &c.
 September 20, *Kwangtung*, British steamer, for Swatow, &c.
 September 20, *Onaga*, British str., for Shanghai, September 20, *Warrior*, British str., for Manila, September 20, *Cambusdon*, British bark, for Singapore.

PASSENGERS—ARRIVED.
 Per *Yangtze*, str., from Shanghai for Hongkong—Mr. and Mrs. Cotton, Mr. and Mrs. Doddwell, Mr. T. T. Kioh, 1 Indian, and 1 Chinese. Fr. m. Yokohama—Mr. Gregory, from Kobe. Mr. Britton, from Shanghai for Marseilles. Mr. Prigent, for Singapore. Miss Murali. For Marseilles—Miss Pichon, and Mr. P. Storchhouse. From Yokohama for Saigon—Mr. Rolland. For Marseilles—Mr. and Mrs. Rappaport, and Mr. M. Sloskio.
 Per *City of Rio de Janeiro*, str., from San Francisco, &c.—Mr. and Mrs. Hughes and 3 children, Mrs. Cohen, Miss Farrall, Miss Owen, and Mr. W. Danby.
 Per *Danishstr.*, str., from Singapore—Miss Simpson, and 300 Chinese.
 Per *Kong Beng*, str., from Bangkok—Messrs. Ramsay, Matthews, and 66 Chinese.
 Per *Cyclops*, str., from Singapore—68 Chinese.
 Per *Hainan*, str., from Tamsui—200 Chinese.
 Per *Yangtze*, str., from Shanghai—Miss Francis, Miss Marie Howard, 1 European and 67 Chinese.
 Per *Chang Hock Kian*, str., from Singapore—460 Chinese.
 Per *Saghalien*, str., from Marseilles for Hongkong—Messrs. H. Bent, Dauphin, C. A. Harris, and Entwistle. From Aden—Messrs. David Gomes de Amana and Pedro Dromis Barate. From Singapore—Captain T. M. Tulloch, and 11 Chinese. From Saigon—Mr. Davy, and 175 Chinese. From Marseilles for Shanghai—Mrs. Anna Mellick, and Mr. R. Tramsch. From Singapore—Mr. P. Williams from Singapore for Kobe. Messrs. Nakamah, Tabat, Soudi, Nakagawa, Takai, and Takahashi. From Marseilles for Yokohama—Messrs. S. Taro, Akaba, Omlaba, Shimpel Nambu, and Oshima. From Colombo—Mrs. Damballe, and Mr. W. Mitchell. From Singapore—Messrs. G. Fischer, S. T. Truscott, Shibuya, Yonal, Shibuya, and Hamabito.

DEPARTURES.
 Per *Empress of Japan*, str., from Victoria—Mr. and Mrs. L. Kirk, Mrs. S. Miller, Mr. G. Stewart, and 30 Chinese. From Vancouver—Mr. and Mrs. J. M. Richards, Mr. and Mrs. Turner, Mrs. Robertson, and 93 Chinese. From Yokohama—Mr. and Mrs. Stevens and infant, Col. Channoy, and Mr. Stewart, from Kobe. Mrs. Edwards and infant, from Shanghai. Mr. and Mrs. G. H. Slade, Capt. Gerard, and Mr. D. E. Brown.

REPORTS.
 The French steamer *Yangtze* reports that she left Shanghai on the 17th instant. Had thick rainy weather and strong wind between north-east, north, and north-west with heavy rain. The British steamer *Chang Hock Kian* reports that she left Singapore on the 13th inst. From Singapore to Cape Padaran had fresh south-west winds thence north and north-west winds at times, and heavy northerly swell with rainy weather and strong northerly current.

The American mail steamer *City of Rio de Janeiro* reports that she left San Francisco on the 14th instant, and arrived here at 6:03 a.m. this morning. Since leaving the Japan coast had moderate to strong easterly winds. In the Formosa Channel had heavy rain squalls. Met the steamer *Pure* on the 14th at 9:30 p.m. Passage 5 days, 15 hours and 2 minutes from Yokohama.

The British steamer *Cyclops* reports that she left Singapore on the 14th instant. From Singapore to vicinity of Paracela Islands had moderate to light south-west winds with rainy and squally weather. In the locality of the Paracela weather assumed an unsettled aspect. Thence prepared to sail northward, from the Paracela experienced light variable winds with cloudy weather; approaching Hongkong wind east.

The British steamer *Kong Beng* reports that she left Bangkok on the 17th instant. Had fine weather to Palo Obi, with moderate to fresh south-westerly winds thence to Cape Padaran had variable south-westerly winds, thence to north of Paracela Islands experienced fresh north-east gales with heavy squalls of typhoon force and at times to port dark and gloomy weather with cross sea and fresh north-westerly winds.

The British steamer *Hailong* reports that she left Tamsui on the 14th instant. Amoy on the 16th, and Swatow on the 19th. From Tamsui to Amoy and Swatow had strong north-east winds and high following sea, cloudy and overcast sky with occasional showers. From Swatow to port had moderate south-easterly winds, cloudy and showery weather. In Amoy the steamships *Strathoven* and *Strathoven*. In Swatow the steamships *Hailong*, *Taiyang*, *Pas-shan*, and *Yorloma Maru*.

The British steamer *Empress of Japan* reports that she left Vancouver on the 31st inst. at 4:55 p.m.; arrived at Victoria on the same day at 9:45 a.m. Left Victoria on the 1st inst. at 6:40 a.m. Detained by fog for 11 hours and 45 minutes; arrived at Yokohama on the 13th instant at 11:35 a.m. Left Yokohama on the 14th at 10:35 a.m.; arrived at Kobe on the 15th at 9:35 a.m. Left Kobe on the same day at 11:15 p.m.; arrived at Woulong on the 17th at 11:15 p.m. Left Woulong on the 18th at 8:15 a.m. Arrived at Hongkong on the 20th at 6:30 a.m. Making time as under—total time in port 56 hours and 15 minutes; total steaming time 403 hours and 15 minutes. The steaming time is after all corrections for longitude and crossing 15 meridians. Average speed throughout 15.5 knots. Experienced two heavy gales in the Pacific Ocean, or would otherwise have done even better.

SHIPPING IN HONGKONG
STRAMERS.
 ADOY, British steamer, 1,080, James Thom, 15th Sept., for Swatow, and Swatow 17th, Coal and General—Jardine, Matheson & Co.
 ALVINE, Japanese steamer, 1,747, H. Selch, 18th Sept., Nagasaki 17th Sept., Coals—Blackhead & Co.
 AVOCET, British steamer, 1,056, T. Rowie, 17th Sept., Hongay 14th Sept., Coals—Jardine, Matheson & Co.
 BATAVIA, British steamer, 1,661, J. R. Hill, 12th August, Tamsui 14th July, General—Jardine, Matheson & Co.
 BENGLOE, British steamer, 1,183, R. Farquhar, 18th Sept., Moll 10th Sept., Coals—Gibb, Livingston & Co.
 BENLARIO, British steamer, 1,456, E. Le Bonville, 17th Sept., Moll 12th Sept., Coals—Gibb, Livingston & Co.
 CHELYDRA, British steamer, 1,574, R. Carr, 14th Sept., "alcute 28th August, Penang 3th Sept., and Singapore 8th, General—Jardine, Matheson & Co.
 CHUAN, German steamer, 625, W. Wendt, 18th Sept., Hiphong 15th Sept., and Holthow 17th, Rice and General—A. R. Marty.
 DON JUAN, Spanish steamer, 654, R. Beltran, 17th Sept., Manila 14th Sept., General—Brandt & Co.
 HOLSTEN, German steamer, 1,103, J. Bruhn, 16th Sept., Saigon 11th Sept., Rice and Paddy—Wieder & Co.
 HUYER, British steamer, 1,846, S. Quall, 19th Sept., Samarang 8th Sept., Sugar—Butterfield & Swire.
 LAETTES, British steamer, 1,350, Scale, 17th Sept., Singapore 11th Sept., General—Butterfield & Swire.
 NARIBIAN, British steamer, 805, J. Blackburne, 17th Sept., Bangkok 9th Sept., and Koh-chang 10th, Rice and Timber—Hop Hing Hong.
 NUNBERG, German steamer, 3,306, B. Blanke, 16th Sept., Nagasaki 13th, Malls and General—Melchers & Co.
 OORIVA, British steamer, 419, J. M. Daly, 23rd May, Singapore 16th May, General—Butterfield & Swire.
 THIBET, British steamer, 1,665, L. M. Wibmer, 13th Sept., Singapore 7th Sept., General—P. & O. S. N. Co.
 ZAMBERSI, British steamer, 1,650, Edwards, 8th May, Victoria, B.C., via Honolulu and Adul.

SAILING VESSELS.
 ARON, Norwegian bark, 634, Christensen, 2nd Sept., Rajang 16th August, Timber—Ono Oil.
 BELLE OF BATH, American ship, 1,347, F. M. Blethen, 27th June, New York 31st March, Petroleum—Jardine, Matheson & Co.
 BRYDER, British schooner, 325, Stenach, 3rd Sept., Fremantle 27th June, Sandalwood—Order.
 BYGGA, German bark, 333, Plager, 1st Sept., Amoy 27th August, Petroleum—Wieder & Co.
 CARL FRIEDRICH, German ship, 2,206, M. Heack, 22nd July, New York 19th March, Petroleum—J. Reuter, Brockmann & Co.
 CHAMBER, American ship, 1,796, J. W. Holmes, 15th Sept., put back, General—Melchers & Co.
 CHARON WATTANA, Siaman bark, 636, J. Koch, 12th Sept., Bangkok 27th August, Wood—Chinese.
 CONSTANCE, British ship, 1,596, Legley, 18th August, New York 12th August, Petroleum—Order.
 ELAR, American ship, 1,375, H. Bremers, 15th August, New York 3rd April, Petroleum—Arnhold, Karberg & Co.
 E. SOULE, American bark, 1,443, Ballard, 14th Sept., Newcastle (N.S.W.), 23rd July, Coals—Geo. R. Stevens.
 FLORENCE TRAT, British bark, 724, A. C. Paulsen, 24th August, Singapore 3th Aug., Timber—Order.
 HEDRICH, German bark, 933, Henna, 22nd July, Singapore 10th July, Timber—Chinese.
 IMAC REED, American ship, 1,480, F. D. Waldo, 14th August, New York 4th April, Petroleum—J. Reuter, Brockmann & Co.
 J. D. BISCHOFF, German ship, 1,408, H. Meyer, 21st July, Sydney via Singapore 30th April, Coal—Melchers & Co.
 JOHN MCLEOD, British ship, 1,595, Henderson, 9th June, from Pratas Reef, Ballast—Order.
 J. V. ROBERTS, British schooner, 178, Crooby, 11th Sept., New York 10th May, Petroleum—Order.
 LAMMA, British bark, 349, C. Vallentine, 2nd Sept., Albany 30th July, Sandalwood—Order.
 LUTVIA, British bark, 1,425, Travis, 20th Aug., Shanghai 17th July, General—Carlton & Co.
 MARABOU, British ship, 1,445, Ferguson, 18th August, New York 8th April, Petroleum—W. H. Hewitt & Co.
 NAM-CHUNG-SHING, Chinese schooner, 300, Luk Lai-long, 24th August, Yes on 18th Aug., Timber—Yung Kee.
 ORIENTAL, Italian bark, 1,334, M. Moretti, 17th August, New York and May, Petroleum—Order.
 RICHARD PARSONS, American bark, 1,116, W. F. Thondike, 13th August, Shanghai, 2nd Sept., Ballast—Arnhold, Karberg & Co.
 SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept., New York 3rd April, Petroleum—Jardine, Matheson & Co.
 SERRA MIRANDA, British ship, 1,808, A. M. Master, 3rd August, Cardiff 3rd May, Coal—Order.
 THUNDERBOLT, British bark, 947, J. R. West, 13th Sept., Nagasaki 2d September, Coal—Order.
 VIKTORIA, British bark, 408, R. Martin, 14th August, Hongkong 15th June, General—Chinese.
 WILLIAM L. LACROIX, British bark, Reynell, 2nd August, Philippines, 11th August, Timber—Gibb, Livingston & Co.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Rio de Janeiro, Thursday, 29th Sept.
City of Peking, Saturday, 22nd Oct.
China, Tuesday, 1st Nov.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 29th Sept., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., To Liverpool and London, 325.00
 To Paris and Bremen, 345.00
 To Havre and Hamburg, 335.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	Day Ticket.	Return Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	299.00
St. Paul, Minn., Minneapolis, Minn.	292.50	299.00
Chicago, Ill.	292.50	299.00
Milwaukee, Wis.	292.50	299.00
Cincinnati, Ohio	292.50	299.00
Columbus, Ohio	292.50	299.00
Detroit, Mich.	292.50	299.00
Cleveland, Ohio	292.50	299.00
Toronto, Canada	292.50	299.00
Pittsburg, Penn.	292.50	299.00
Niagara Falls, N.Y., Buffalo, N.Y.	292.50	299.00
Washington, D.C., Baltimore, Md.	292.50	299.00
Philadelphia, Penn.	292.50	299.00
New York	292.50	299.00
Boston, Mass.	292.50	299.00
Portland, Maine	292.50	299.00

All the above Rates are in Mexican Dollars. Special rates (first-class only) are granted to Ministers, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months \$337.50
 12 months \$397.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 9th September, 1892.

Hotels.

HAUSENSTEIN'S HOTEL, AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors. An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate. R. HELLWIG, Proprietor.
 Amoy, 1st September, 1892.

WINDSOR HOTEL, (In Connaught Building), QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE. Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors. Charges from \$2 per day upwards. Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor. Hongkong, 23rd August, 1892.

THE SHAMBEEN HOTEL.

BRITISH CONCESSION, CANTON.
 THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors. The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East. The Table D'Hôte is supplied with every luxury in season, and the cuisine is in expert hands. Wines, Spirits, Malt Liquors, etc., of the best quality only. A WELL APPOINTED BILLIARD-ROOM. A. F. DO ROZARIO, Manager.
 Hongkong, 1st September, 1892.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic, Tuesday, 11th October.
Bellet, Thursday, 10th Nov.
Oceanic, Tuesday, 29th Nov.

THE Steamship "GAELIC" will be despatched for San Francisco, via Yokohama and Honolulu, on TUESDAY, the 11th October, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., To Liverpool and London, 325.00
 To Paris and Bremen, 345.00
 To Havre and Hamburg, 335.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	Day Ticket.	Return Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	299.00
St. Paul, Minn., Minneapolis, Minn.	292.50	299.00
Chicago, Ill.	292.50	299.00
Milwaukee, Wis.	292.50	299.00
Cincinnati, Ohio	292.50	299.00
Columbus, Ohio	292.50	299.00
Detroit, Mich.	292.50	299.00
Cleveland, Ohio	292.50	299.00
Toronto, Canada	292.50	299.00
Pittsburg, Penn.	292.50	299.00
Niagara Falls, N.Y., Buffalo, N.Y.	292.50	299.00
Washington, D.C., Baltimore, Md.	292.50	299.00
Philadelphia, Penn.	292.50	299.00
New York	292.50	299.00
Boston, Mass.	292.50	299.00
Portland, Maine	292.50	299.00

All the above Rates are in Mexican Dollars. Special rates (first-class only) are granted to Ministers, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months \$337.50
 12 months \$397.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 20th September, 1892.

Hotels.

PEAK HOTEL.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents. The HOTEL has been thoroughly Renovated, Repainted, and Refurnished. A New and Handsome BAR has been opened on the Basement, while a new BAR and BILLIARD-ROOM have been erected on the main floor. CHOPS, STEAKS, &c., can be served at any hour. For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL." DORABEE & HING-KEE, Lessees.
 Hongkong, 12th August, 1892.

BAY VIEW HOTEL.

M. R. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shek-ai-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn. The